

## AFTER-SPILL ACTIONS

**Step 1. PROTECT YOURSELF** and evacuate the area as necessary.

- Evaluate your *safety* abilities. Do you have the knowledge and training necessary to *safely* initiate active spill-response measures? (If not, go to step 4.)
- Use the required personal-protection equipment (PPE) if you have determined that a spill is safe to clean up. Use gloves, boots, or eye protection, depending on the type of material. **DO NOT** clean up spills without proper PPE.
- Determine the PPE required based on your knowledge of the material. (See MSDS, paragraph 3, Before-Spill General Considerations.)

**Step 2. STOP THE FLOW** if you can do it *safely*. (If not, go to step 4.) Stopping the flow may be as simple as setting a container upright, closing a valve, or rotating a leaking drum so that the hole is on top.

### WARNING

If the spilled material is flammable or explosive, use only nonsparking tools and ensure that metal-to-metal contact is avoided.

### WARNING

Do not attempt to clean up toxic materials or materials that might emit toxic fumes.

**Step 3. CONTAIN THE FLOW AND SPREAD OF CONTAMINANT**, if you can do it *quickly and safely*. If the spill appears to be beyond your ability to contain quickly and safely using the methods described below, **IMMEDIATELY REPORT IT**

## EMERGENCY TELEPHONE NUMBERS

**Chain of command**

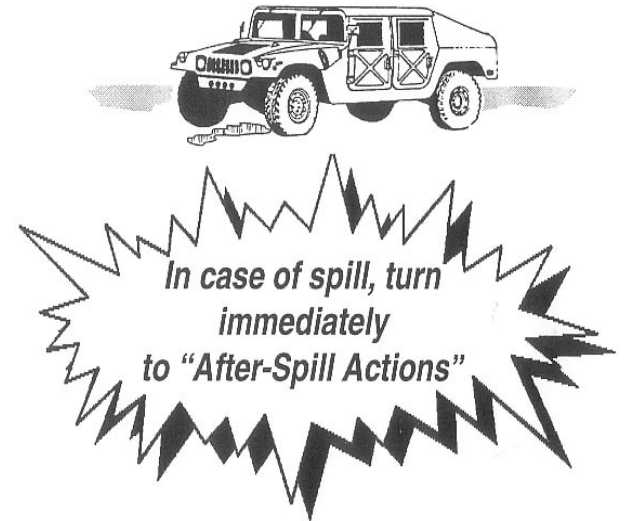
**Unit's environmental compliance officer**

**HAZMAT spill team**

**Range control**

## HAZARDOUS-MATERIAL-SPILL PROCEDURES

**PURPOSE:** This graphic training aid (GTA) provides a vehicle operator with the information needed to react to any hazardous-material (HAZMAT) spill that may occur during vehicle operation. Containing spills and using proper spill cleanup procedures will help to reduce the impact on the environment. However, vehicle operators must first consider their own *safety* and the *safety* of their passengers, bystanders, and the public at large, before attempting any spill cleanup measures.



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**Headquarters, Department of the Army**  
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## BEFORE-SPILL GENERAL CONSIDERATIONS

1. Incidental users of military vehicles (for example, personnel not possessing Army truck-driver certification) should not transport HAZMAT in commercial quantities, and such personnel should NEVER transport HAZMAT without first consulting their unit HAZMAT manager, their unit environmental compliance officer, or the chain of command.

2. Military transport operators—those trained in truck-driving skills—MUST receive hazardous communications (HAZCOM) and HAZMAT training and MUST obtain special endorsements to their training records before transporting HAZMAT.

3. All commercial suppliers, as well as Army supply channels (such as the Directorate of Logistics [DOL] and the Assistant Chief of Staff, G4 [Logistics] [G4]), MUST provide specific emergency-response and cleanup information to transporters of HAZMAT shipments that are originated in commercial quantities (for example, material-safety data sheets [MSDS] and reportable-quantities [RQ] information for determining reporting requirements). Transporters should obtain this information, as needed.

4. Transporters MUST always have emergency-response information available during HAZMAT transport.

5. Transporter should always have a spill kit available for small leaks and spills.

6. Transporters MUST review the MSDS (refer to paragraph 3 above) before transporting any HAZMAT.

(Step 4). Do not wait until the spill becomes a major problem before reporting it.

- Use drip pans where the material contacts the soil.
- Place soil berms or sandbags around the contaminated area to prevent the spill from spreading. Place absorbent material in the spill area to draw the material out of the soil.
- Use common sense when containing the spill. Clean up only small spills that you can reasonably and *safely* handle.

**Step 4. REPORT THE SPILL IMMEDIATELY** after containing the flow and stopping the spread of the contaminant OR after determining that you cannot *safely* do so. **NOTE: The failure to report spills in a timely manner is a serious violation of environmental law.**

- Notify the chain of command and the unit's environmental compliance officer that a spill has occurred.
- Report the following information: the type and quantity of material (is it a "reportable quantity?" [see paragraph 3, Before-Spill General Considerations]), the time and location of the occurrence, any related injuries, the need for assistance, the name of the person reporting, and the discoverer.
- Remember that every second counts.
- Notify the local HAZMAT spill team or range control if additional assistance is needed.

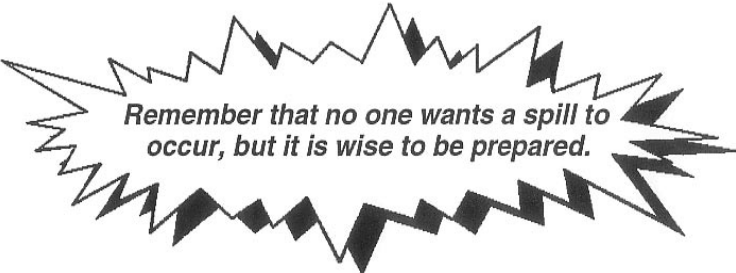
**Step 5. CLEAN THE SPILL** if it is *safe* to do so, but only after meeting the reporting requirements outlined in Step 4. Consult your chain of command regarding the advisability of clean up, who should perform the cleanup, and what methods to use. Use common sense.

- ALWAYS know what kind of material you are transporting so that you can properly determine if it is *safe* to initiate a cleanup action.
- Choose the equipment to clean a spill.
- Consult your chain of command for local spill-residue disposal requirements.

### RECOMMENDED SPILL CLEANUP KIT

- Vehicle Spill Equipment
  - Shovel
  - Absorbent material
  - Drip pan
  - Plastic tarp
  - Fire extinguisher
  - Plastic bags
  - Labels and markers
- PPE
  - Rubber boots
  - Eye protection
  - Rubber gloves

**Step 6. REPLACE SPILL-RESPONSE EQUIPMENT** immediately after using it so that you will be ready for the next emergency. This equipment can be obtained through your company's supply channels.



**Remember that no one wants a spill to occur, but it is wise to be prepared.**